# A FEARFUL CALAMITY.

TOTAL WRECK OF THE WHITE STAR STEAM SHIP ATLANTIC. OVER 700 LIVES LOST.

BOUND TO HALLFAX FOR FUEL-THE SHIP DRIVEN BEADLONG TO DESTRUCTION-MEN, WOMEN, AND CHILDREN INGULFED IN THE WATERS-A HOR-RIBLE SCENE-STORY OF A SURVIVOR.

The White Star steamer Atlantic, with over 1,000 men, women, and children on board, was wrecked on the coast of Nova Scotia, yesterday morning about two o'clock. Of this large number of people only about 250 were saved. It is estimated that more than 750 persons perished in the sea; some were drowned in attempting to reach the shore; but more went down in the cabins of the ill-fated ship.

The Atlantic was bound from Liverpool to New-York, with about 800 steerage passengers, and 50 in the cabin. These, with the erew, make up the full complement of people on the ship. The First Officer seems to be the only officer of the ship who fis lost. The Cantain and others of the command are among the saved. We have a full narrative of this dreadful disaster lips of the Third Officer. It appears that the steamer was short of coal; heading for Halifax, she went ashore on Meagher Rock, Cape Prospect, 22 miles from the Port of Halifax. The ship struck, careened, and sunk, carrying hundreds down with her. This is the most terrible sea-disaster of the century. It is impossible to exaggerate the horrors of the event. The simple story is heartrending.

# THE FIRST STARTLING REPORT.

OF COAL-ASHORE ON THE ROCKS-GREAT SACRI-

HALIFAX, N. S., April 1. - This city was thrilled to-day, on learning that the steamship Atlantic of the White Star line had been totally wrecked, off Cape Prospect, this morning, with 1,000 men, women, and children on The Atlantic was from Liverpool for New-York, March 20; running short she made for Halifax; twenty miles from this port, off Cape Prospect, at 2:30 a. m., she ran ashore on Meagher's Head. Of the 1,000 or more people on board, only 250 succeeded in reaching the shore. The remainder, including all the women and children, were swallowed up in the roaring sea or went down in the ship. The Captain and Second and Third Officers were saved. The First Officer was drawned.

The receipt of the news caused the most intense and painful sensation. The agents of the Cunard Company at once sent a steamer to the scene of the disaster, a government steamer accompanying her. Their assistance can be of no avail, as the Third Officer, who arrived here at 5:30 this afternoon, says the ship and cargo are a total loss.

# "THE STORY OF THE WRECK."

THE SHIP SHORT OF COAL-MAKING FOR HALIFAX-A GALE AND RAIN-STORM-ON THE ROCKS-THE UGGLE IN THE WAVES.

HALLEAX, N. S., April 1.-This afternoon a report current that a steamer had been wrecked on the coast and several lives lost, was first regarded as a eruel "April Fool" hoax. But this evening the Cunard agents here received news that it was all true, and that only a little of the truth had been told; the fact being that the White Star steamer Atlantic, Capt. Williams, from Liverpool for New-York, while coming into this port for coal, struck on Meagher's Rock, near Prospect, 22 miles west of Halifax, and became a total wreck. Of about 1,000 souls on board, upward of 700 were drowned.

The third officer Brady arrived in this city this evening. He says that the Atlantic left Liverpool on the 20th of March, with upward of 900 steerage passengers and about 50 cabin passengers. The steamer experienced boisterous weather during the passage, but all went well until noon on Monday, the 31st of March, when the supply of coal became nearly exhausted. The Captain determined to put inte Halifax. The Captain and third officer were on deck until midnight. The position was then judged to be Sambro Light, bearing N. N. W. 39 miles. The Captain then went into his chart-room, leaving orders to be called if there was any change of the vessel's position.

Brady went to bed about the same time as the Captain. The next thing that he remembers is that he was thrown out of his bunk, and he felt the ship strike several times. He then rushed on the deck and found the Captain and officers there, and the deck full of passengers. He got an ax and commenced to clear away a boat. The Captain and the other officers were busy doing the same thing. Brady got his boat out and put two women in it. A number of men attempted to get into it, and about a dozen succeeded. Just at that moment the steamer fell over on her beam ends, and sank.

Only one boat had been got out, and that was carried down by the steamer, and all in it were lost. Brady scrambled into the mizzen rigging, which was above the water, and, seeing that he could do nothing there, he then went forward and unrove the halliards, being assisted by Quartermasters Speakman and Owen. Brady then took the halliards and all three swam to the rock, and then a line was hauled ashore and a number of the passengers landed by it. A number had got on the rock, but, as the tide was rising, their position was no better than on the vessel. Just then the fishermen on shore came out in boats and rescued those on the rock and a large number from the rigging.

Brady remained at the scene until noon to-day, when all who were alive on board had been saved, except the chief officer, Mr. Frith, who was in the rigging shouting for help. Brady says he tried to get a crew to go to the rescue of Frith, but the sea was so heavy that nobody would volunteer. Altogether about 250 persons were saved, including Capt. Williams, also the fourth officer, Mr. Brown, the doctor, and several of the engineers and sailors. Not spingle woman or child was saved. Most of them, as well as hundreds of the men, were drowned his steamer, while short of coal and endeavoring to

The steamer struck about 2 o'clock this morning. The weather at the time was dark, but not thick, and the sea rough. Steamers are going down tonight to render what assistance they possibly can-All the people saved from the wreck with the exception of Brady are still at Prespect, where the fishermen are giving them all the attention they possibly

A DETAILED NEWSPAPER ACCOUNT. Following is the account of the disaster which will be published by The Halifax Chronicle, to-

It is our painful duty this morning to record the most terrible marine disaster that has ever occurred on our coast—the loss of a great ocean steamship, with about 750 lives. Yesterday afternoon a report became current that a steamer had been wrecked somewhere on the coast and one or two lives lost. The report was regarded as one of the canards put affoat on All Fools' Day, and little regard was paid to it. Soon the report became more definite, and we knew that the steamer Atlantic of the White Star Line was ashore near Prospect, and that several lives had been lost. Even yet the public were inclined to regard the story as a malicious hoax. A little later, however, it became known that the report was well founded, and that but a small part of the truth had been told, the fact being that the Atlantic had been wrecked on Meagher's Rock, near Prospect, 22 miles west of Halifax, and out of about 1,000 souls on board 750 were lost. Need we say that the terrible announcement created a profound feeling of horror throughout the community.

# THE THIRD OFFICER'S STORY.

Having ascertained that one man from the wrecked ship had arrived in town, a reporter went in search of him and found him in an eating-house in Upper Water-st. He proved to be Mr. Brady, third officer of the Atlantic, bruised, worn, and almost speechless after the terrible events of the THE GREAT DISASTER BRIEFLY SKETCHED-SHORT morning. He was, as might be expected, in no condition to talk ; nevertheless, he cheerfully consented to answer the reporter's questions and gave such information as he could.

The Atlantic, Mr. Brady said, left Liverpool on Thursday, March 20, for New-York, touched at Queenstown the next day to receive the mails and passengers, after which she started on her voyage across the ocean. She had a full cargo of general merchandise, and a very large number of passengers. Mr. Brady could not give the precise number, but thought there were more than 800 in the steerage, and about 50 in the cabin. These, with her crew, would probably make the total number not less than 1,000 souls. She was commanded by Capt, James Rough weather was experienced, but nothing

worthy of note occurred until noon on Monday, the 31st, when the coal being short, Capt. Williams resolved to put into Halifax for a supply. The captain and Mr. Brady had the night watch up to midnight, when they were relieved by the chief and fourth officers. At that time they judged that Sambro light then bore n. n. w. 39 miles. The sca was rough and the night dark. The chief and fourth officers having taken charge, Mr. Brady went below and turned into his berth. The captain at the same time went to his room to lie down. What occurred between midnight and 2 o'clock, the time of the disaster, Mr. Brady cannot tell, as he was sleeping. He was awakened and thrown out of his bunk by the shock when the steamer struck. She struck heavily three or four times. Mr. Brady ran up to the deck and found it full of passengers. He found an ax and with it commenced to clear away the starboard life-boat. He observed that the his life-boat out. This was the only boat launched, and it had no sooner touched the water than a crowd made a rush to get into it. Brady had to use force to prevent them crowding in. He put two women and about a dozen men into it, and also got in himself. Just then the steamer fell over and sank. The boat, with its living freight, was carried down with the steamer, and all in it were drowned except Brady.

The hull of the steamer became almost totally submerged, and only the bow and the masts remained above water. The greater part of the passengers were in their rooms below at the time, and were immediately drowned. Indeed, so soon after striking did the steamer sink that many of the passengers were no doubt sleeping peacefully.

These unfortunate people were all in blissful ignorance of what was going on around them, and passed into eternity without a struggle.

Of those on deck, numbering several hundreds, many were washed overboard when the ship fell over, and their cries for help, as they struggled in vain for life, were most heartrending. Many, however, had taken refuge in the rigging and on the bow, and were still living, but with the prospect of almost certain death before them, for they knew not where they were and were in momentary expectation of the ship sinking further and engulfing them

Even as they were clinging in desperation to the rigging, with the sea washing them continually, their situation was most trying, and every few minutes some of them, benumbed by the cold and exhausted from their struggles, loosed their hold and

Two steamers left here at 1 a. m. to-day for the scene. There will be nothing further until they re-

# SOME OF THE PASSENGERS. .

Inasmuch as the lists of passengers are in the English offices, it will be impossible for many days to ascertain the names of the lost. As the steamer was a favorite with the New-York public, it is probable that many of the passengers were hastening to their homes in this city when the steamer met her doom. Many of the passengers doubtless had advised their friends on this side of their intention to sail with the steamer, and so the announcement of the disaster will fill many households with grief and terrible apprehension this morning. Among others who are known to have taken passage on the steamer are the following: Mr. and Mrs. Merritt and their two daughters of

Fifth-ave., in this city. W. P. Scrymser of No. 390 Fifth-ave. has two sis ters on board the Atlantic, whose arrival he has been anxiously expecting.

# THE AGENT'S STATEMENT.

MEAGER DETAILS OF THE DISASTER RECEIVED AT THE COMPANY'S OFFICE-THE CAPTAIN AN EFFICIENT OFFICER.

On receiving dispatches announcing that the steamer Atlantic of the White Star Line on her passage from Liverpool to this port had gone ashore at Meagher's Head, near Halifax, Nova Scotia, a reporter of THE TRIBUNE called last evening at 9:30 o'clock upon J. H. Sparks, agent of the line at this port, to obtain whatever particulars he might have received of the accident. Mr. Sparks stated that he had received up to that hour two dispatches from Samuel Conard & Co., agents of the line at Halifax, one at 5:30 p. m., and the other about an hour later, stating that Third Officer Brady of the Atlantic had arrived there and reported that NEW-YORK, WEDNESDAY, APRIL 2, 1873.

put into Halifax to obtain a new supply, had gone ashore on Meagher's Island, which is situated about 30 miles from Halifax, fout at what hour was not stated. Assistance was immediately sent out from Halifax to the scene of the disaster to render whatever relief might be possible under the circum-

The dispatches were very meager in details, and merely told that upward of 250 of the passengers had been saved, including, it was thought, Capt. Williams, the commander of the steamer. No other names were mentioned, and Mr. Sparks said that he was unable even to give with any certainty the names of any one on board, as the passenger list was made up at the port whence the steamer sailed. and the officers and crew were so subject to change on each trip that he could keep no trustworthy register of them. Of the number on board, or what proportion was lost, he was also uninformed, but thought that the extent of the loss of life was considerably exaggerated.

A copy of the passenger list is expected by the next mail, due here in a few days, upon the receipt of which he will be able to give fuller particulars concerning those on board. How much damage had been done the vessel and cargo he could not yet determine from the accounts received, but they stated none of the cargo had yet floated, which he considered as good evidence that the steamer was still whole. Mr. Sparks expressed the fullest confidence in Capt. Williams, who is one of the very oldest officers engaged in the North Atlantic service, and whom he characterized as a most able seaman; and he felt assured that everything possible would be done by him to save life and property. The Atlantic, he said, sailed from Queenstown on Friday, March 21, and was due here at the present time.

When asked to give his theory as to disaster, in the absence of dispatches, Mr. Sparks said:

"Well, it is almost idle to speculate. The Atlantic was built in compartments, and was probably as strong a ship as any crossing the Atlantic. I can then only conjecture that the lights at Hahfax were mistaken for other lights, the ship went on the rocks the coast near Halifax is very rocky-and soon after, owing to the heavy weather which prevailed, shifted off and sank in deep water."

"The company," he added, "was organized four years ago, and she was the second ship built. The papers and books being all in my office, I cannot new say what her dimensions were. I can safely say that no captain crossing the Atlantic enjoyed a better reputation for ability than hers. He has been in the trans-Atlantic trade for the past 11 years, and is looked upon as a most experienced captain.

#### THE WRECKED SHIP. THE HISTORY AND DIMENSIONS OF THE STEAMER ATLANTIC.

The Oceanic Steam Navigation Company, owners of the White Star Line to which the ill-fated Atlantic belonged, is a British corporation, organized about three years ago for the purpose of trading with this port. It has a wharf in Jersey City, adjoining Pavonia Ferry, and an office in Broadway. The vessels of the line are now as follows:

	Tons.	Captain.
Geennie		.E. J. Watta Bristow.
Baltie	3,707	Charles W. Kennedy.
Republic	3,707	.Benjamin Gleadell.
Adriatie	3,888	. Hamilton Perry.
Celtic	3,888	
Germanie		. (Building).
Britannic		(Building).

The Atlantic sailed on her first voyage to this port, from Liverpool, on the 16th of June, 1871, and arrived here on the 26th, having made the run in 10 days and a few hours. She had been preceded by the Oceanic-a magnificent vessel with which she corresponded in size, design, and adornment. She was 3,707 tons burden. British measurement, and her dimensions were as follows: Length, 440 feet; beam, 47 feet; depth of hold, 33 feet. She had four masts, six water-tight bulkheads, and was fitted with steam steering gear of an improved description. This gear obviated the labor of tugging at the wheel in stormy weather; one man standing on the bridge could move a lever which a child could control, and captain and the other officers were engaged in clear- by regulating the movement according to the points on a dial before him he could direct the ves sel to the right or left or maintain a steady course. An index moved across this dial, which would at once indicate if the helm was in the right direction, or if the gear was out of order. It is possible that this apparatus was brought into action during the disaster which resulted in the destruction of the Atlantic. Its use anyhow implies that the Company availed itself of the latest invention for directing and controlling the course of its steamship.

The Atlantic was fitted with 11 boilers and cylinders, on the compound principle-an improvement in machinery applied only within the last two years to transatlantic vessels. The ordinary compound engine consists of two cylinders, one high pressure, and the other low pressure, but the Atlantic engines had four cylinders, by means of which great economy was effected in fuel, the average daily consumption being only 45 tons of coal. The engines were registered at 3,000 horse-power, and were warranted to stand a pressure of 70 pounds to the square The Atlantic was fitted for general trade, and was

capable of accommodating 1,200 passengers. Her main saloon extending the whole length of the vessel, with its gilded cornices, brilliant mountings, bronzed statues, and marble chimney-pieces, carved furniture and dark red cushions, equaled not surpassed in its general pearance and newness any other vessel in the transatlantic service. It was fitted with electric bells, which were also placed in the berths of all the saloon passengers. The berths were luxuriously furnished, and contained the latest improvements devised for the comfort of sea voyagers. The emigrants' quarters were spacious, well ventilated, and fitted in a comfortable and substantial manner.

Capt. Digby Murray, previously of the Oceanic, commanded the Atlantic on her first voyage, but after some time Capt. James Agnew Williams was placed in command of her.

The Atlantic was built by Harland & Wolf of Belfast, and was one of the few iron steamships which indicate the revival of ship-building in Ire-

# RECEPTION OF THE NEWS.

Late in the evening the report came from the Telegraph office that the Atlantic was lost with large number of passengers. The rumor, which would have stricken terror to the hearts of the public, was too surely authenticated, and the wires told the story briefly, but with sufficient certainty to give the facts of an appalling disaster. The dispatch to the agent of the line came from the third officer of the ship, who was among the rescue passengers taken to Halifax by the Cunard mail steamer. His story of the disaster was simply that the ship had run ashore off Meagher's Hand, which is about 20 miles from Halifax, to which port the steamer was heading, being short of coal. There were many women and children among the passen-

gers, most of whom are reported lost. As the news spread to the hotels there was great excitement among the guests, many of whom had friends upon the steamer, and all details were eagerly sought for, as it seemed so certain that few of the crew or passengers could have been saved by the steamer giving assistance, and it was evident from the tone of the dispatch that the third officer had become separated from his fellow officers, of whom no tidings were given.

Early in the evening a rumor was circulated to the effect that the Atlantic had been telegraphed off Sandy Hook. At 7 o'clock, a man who had friends on board the ill-fated vessel called at the wharf in Jersey City and inquired when the Atlantic might

be expected there, but could obtain no information whatever concerning her whereabouts. The Company's employés at the wharf had not received any news of the disacter at that time. A TRIBUNE reporter made inquiries the Company's dock in Jersey City as late as 12 o'clock, but could obtain no information there, the men being in utter ignorance of the disaster. As the steamers of this line carry the mails from but not to this country, no mail matter has been lost.

Intense excitement was caused last night by the receipt at Capt. Busch's hotel, Hoboken, of a dispatch announcing the loss, off Nova Scotin, of the Atlantic

### THE SCENE OF THE WRECK

The scene of the wreck was on Meagher's Rock or Head, the extreme point of Prospect Cape. According to the official charts, the Head is laid down as lying in latitude 44° 26′ 16" N., longitude 63° 43′ 24" W. It is a rocky peninsular cape, 70 feet high, and forms the western limit of Pennant Bay, the entrance to which is three miles wide and about two miles deep. This little bay is very much encumbered with rocky shoals and irregularly-shaped islands, but it frequently affords shelter to coasting vessels, whose masters are thoroughly acquainted with the passage between them. The land at the head of the bay is moderately high, the highest point, called Hospital Hill, rising fully 250 feet above the level of the sea.

Cape Prospect is sometimes confounded with Meagher's Head. The Cape forms the west side of Bristol Bay, and lies some three or four miles south of Prospect Harbor. The harbor itself, like all of the little bays along this portion of the coast, is encumbered at it entrance by a cluster of small islands. At the back of these lies a considerable inlet called Parker's River.

Prospect Harbor is well known to navigators acquainted with this coast as a very dangerous port, as it wears at its entrance, right off Mars Head, a very rugged and broken appearance.

Whenever rough weather occurs the reefs, though submerged, are very dangerous, and must have been doubly so in such a heavy gale as that encountered by the Atlantic.

Right off Cape Prospect, or the Head; lies a huge rock, nly 17 feet under water. Its position is due south of the Head, and nearly one-third of a mile from the shore. It is believed that it was this rock that caused

SOME NOTABLE WRECKS OF LATE YEARS.

The Amazon, a West India mail steamship, left Southampton, on her first voyage, on the 2d of January, 1852, and the morning of January 4 was destroyed by fire at sea, about 110 miles W. S. W. of Scilly. The accident was ascribed to the spontaneous ignition of combustible matter placed near the engine-room. Of the 161 persons on board, 102 perished by fire or downing; 21 persons were saved by the life-boat of the ship, 25 were carried

into Brest harbor by a Dutch vessel, and 13 others were

picked up in the Bay of Biscay by a Dutch gal-

Eliot Washburton, a distinguished writer general literature, was among the lost. The Arctic, left Liverpool Sept. 20, 1854, and came into the iron propeller Vesta during a dense fog, on the 27th of Sept., off Cape Race. She was built at New-York in 1850, by Wm. H. Brown, at a cost of \$700,000, and was insured, exclusive of cargo, for about \$600,000; the cargo was insured for \$300,000. She was of \$3.500 tons register, and had beats sufficient for 500 persons. The passengers and crew numbered 439 persons, of whom about 507 were

The Birkenhead, an English troop-ship, fron paddlewheeled, and of 556 horse-power, sailed from Queenstown, Eng., Jan. 7, 1852, for the Cape of Good Hope, and struck upon a pointed pinacle rock off Simon's Bay, South Africa, on or about the 26th of February follow-ing. She had on board detachments of the 12th Lancers, 2d, 6th, 12th, 43d, 45th, and 60th Riffes, 73d, 74th, and 91st Regiments, making, with the crew, a total of 638 persons, 454 of whom perished.

The Pacific, a Collins steamer, left Liverpool for New York in January, 1866, with 186 persons on board, and was never heard from. She was supposed to have struck

on an iceberg. The Anstria, a British steam-emigrant ship, sailed from Hamburg on the 2d and Southampton on the 4th of September, 1858, with 538 persons on board, and was burned in the middle of the Atlantic on the 13th only 67 persons were saved. The fire originated through carelessness in fumigating the vessel. The men heated their chain too hot, resulting in setting the tar on fire when dipped into it. The chain was allowed to fall, and tipping the bucket of tar over, the flames spread rapidly, exploding the magazines and setting fire to everything combustible. A French bark, the Maurice, was passing, and succeeded in rescuing 67 persons.

The St. Paul, Capt. Pennard, an Euglish vessel fr Hong Kong to Sidney, Australia, with 327 Chinese em grants, was wrecked on the island of Rossel Sept. 30, 1858. The captain and eight of the crew left the island in search of assistance, and were picked up by the schooner Prince of Denmark. The French steamer Styx was dispatched to the island and brought away one Chinaman on the 25th of January, 1859. All the rost had been massacred and devoured by the natives.

The Pomona, an American ship. Capt. Merrihew, left Liverpool April 27, 1859, for New-York, with a crew of 40 men and 397 passengers, and early the next morning, before daybreak, struck on Blackwater Bank, on the Irish coast, mistaking a revolving light at that point for the Tuskar light. Of the 437 persons on board only 24 were saved.

The Royal Charter, a British screw-steamer, Capt. Taylor, was totally wrecked off Moelfra on the Anglesca coast, on the night of Oct. 25-26, 1859, 446 lives being lost. The Lima, an America bark, with emigrants, was wrecked off Barfleur on the 17th of February, 1860, above 100 lives being lost. The Blanche Nef, containing the children of Henry I. of England and a large number of children was wrecked on the same rock Nov. 25, 1120, 363

The Luna, an American emigrant vessel, was wrecked on the rocks off Barfleur, Feb. 19, 1860, and about 100 lives

The Hungarian, a new British mail steamer, was wrecked off the coast of Nova Scotia on the night of Feb. 19, 1860, and all on board, 205 persons, were lost. The Anglo-Saxon, a British mail steamer, was wrecked

in a dense fog on the reef off Cape Race, Newfoundland, April 27, 1863; about 237 out of 446 lives were lost. The London, a British steamer, on her way to Melbourne, foundered in the Bay of Biscay on the 11th of January, 1866, and 220 persons were lost, among whom

were Capt. Martin, Dr. Wooley, Principal of the Uni-

versity of Sidney, and G. V. Brooke, the tragedian. This magnificent steamer of the White Star Line adds one more to the long array of noble vessels which have been lost along our Atlantic coast, among the more prominent of which in late years, from the appalling circumstances attending their destruction and the sad

fate of so many of their passengers, will be remembered the Evening Star, the Central America, the City of

### FOREIGN NEWS. PROBABLE MINISTERIAL CRISIS IN DEN-

MARK. COPENHAGEN, Tuesday, April 1, 1873. The Folkething, the Lower House of the

Rigsdag, has passed a vote declaring a want of conti-

dence in the Danish Ministry. THE DISORDERS IN SPAIN. MADRID, Tuesday, April 1, 1873. A force of Carlists, under command of the chieftain Cucula, made an attack on Vinaroz, province

test, the insurgents were defeated by the Republican troops and fied in disorder from before the town. Notwithstanding the efforts of the authorities at Bar celona to preserve the peace in that city, disorder has occurred. The populace, enraged at the burning of Berga and other outrageous acts of the Carlists, attacked

of Castellon de la Plana, yesterday. After a short con

several Catholic churches and seriously damaged the The Curé of Santa Cruz was surprised, yesterday, and narrowly escaped capture. Several of his men

BAYONNE, Tuesday, April 1, 1873 mittee here, cluded the local authorities, who had orders for his arrest, and crossed into Spain on Sa

# THE PARTISAN CHARTER.

IMPORTANT ACTION OF THE SENATE.

THE APPOINTING POWER GIVEN TO THE MAYOR-MESSRS. STEBBINS, VAN NORT, HENRY SMITH, AND E. DELAPIELD SMITH TO BE RETAINED-THE CHAMBERLAIN'S TERM OF OFFICE TO BE FOUR YEARS-FIVE POLICE COMMISSIONERS INSTEAD

[BY TELEGRAPH TO THE TRIBUNE.]

The Senate has been in Committee all day on the Charter. This morning, Mr. Woodin withdrew his proposition to vest the appointing power in the Presidents of the Boards of Aldermen and the Mayor, and offered as a substitute for Mr. Lowery's proposition, to allow the Mayor to appoint, and the Aldermen to confirm, but retaining in the office the Commissioner of Public Works, the Presidents of the Board of Police and Park Commissioners, and the Corporation Attorney. This amendment was carried without a division.

D. P. Wood moved to substitute for retention the Controller in place of the Corporation Attorney. The motion was lost by a vote of 12 to 12. Mr. Chatfield offered to add the Controller to the four officers retained, which was also lost by a vote of 12 to 13. Mr. Wood had previously moved to retain no one in office, which was lost by a vote of 7 to 13.

Mr. Lowery moved to strike the President of the Board of Police Commissioners from the officers retained. The person who now fills that office is Henry Smith, for several years a member of the old Board of Supervisors, of which Mr. Tweed was President. During the latter part of the existence of that board Mr. Smith was chairman of the committee which audited and reported many of the fraudulent bills for plumbing, furnishing, and other work on the New Court-house. He is also well known as the President of the Bowling Green Savings Bank. Mr. Lowery's motion received three votes

In the evening, on motion of Mr. Woodin, the term of office of the Chamberlain was made four years instead of two, and the number of Police Commission ers was increased to five. The above changes include all the amendments of

any consequence which have been made to the Charter to-day. Ineffectual attempts were made to transfer the control of the streets and avenues above Fifty-ninth-st. from the Commissioner of Public Works to the Commissioners of Parks, and to give the Department of Public Works to three Commissioners. The discussions were very spirited, and call for no particular mention. Senators Palmer, Johnson, and Scoresby were absent in the morning, though they all appeared before the Senate adjourned to-night. It is quite possible that Mr. Green may be retained when a vote is taken by Yeas and Nays in a full Senate. According to current opinion here, Mesers. Murphy, Bliss and Davenport have been badly beaten, though some of them pretend to be satisfied with the action of the Senate. It is regarded as a little strange that O'Brien voted for the retention of Controller Green and Weismann for that of Henry

According to the action of the Senate, to-day, and to well authenticated reports of the proceedings of the caucus, last Wednesday night, Henry Smith has more friends in the Senate than either of the others who are to be kept in office. On the other hand, ome Republicans in the House say they will never vote for the Charter if Smith is to be permitted to continue in the Police Board. They say he attempted to create a "row" in the Republican Convention at Syracuse, two years ago, and that his reputation is so bad that his retention will injure the party through the State.

All sorts of speculations are indulged in as to the ultimate fate of the Charter, some saying that the Custom-house men will attempt to kill it, especially if Green is retained; others that some new plan of appointment will yet be brought forward, and others still that Messrs. Bliss and Davenport will carry their points by some juggle in a conference com-There is, however, a strong party in the Assembly

in favor of accepting the Senate amendments and getting rid of the Charter as speedily as possible. They urge that the hundred days have almost expired; that most of the important business of the ssion remains untouched and that it is impossible at the best to pass a charter which will last more than 12 mouths. Things are as badly mixed as ever, the only assured fact being that the managers on the part of the Custom-house signally failed to carry out their designs and have seriously jeoparded their supremacy in the councils of the party. AN AMENDED TWENTY-SEVENTR SECTION FINALLY

#### ADOPTED-CONTROLLER GREEN DISCUSSED. [GENERAL PRESS DISPATCH.]

ALBANY, April 1.-The special order, the New-York Charter, was taken up in the Senate, this morning, and Mr. Woodin stated that when the Charter was up on Friday last, he offered an amendment to the 27th section, which he desired to withdraw, and offered the following instead: "The Mayor shall nominate, and, by and with the con

sent of the Board of Aldermen, appoint the heads of all departments and all commissioners, save the Commis sioner of Public Instruction, as well as all members of any board or commission authorized to superintend the erection or repair of any building belonging to or to be paid for by the city, whether named in any law or appointed by any local authority, and also all members of any other local board and all other officers not elected by the people whose appointment is not in this act ex empt or otherwise provided for. The present incumbents of the offices of Counsel to the Corporation, President of the Board of the Police. Commissioner of Public Works and President of the Department of Public Parks shall continue to hold and occupy their respective offices until the end of the terms thereof, unless sooner removed as herein provided."

D. P. Wood moved to further amend by striking out the latter half of the section. Lost.

D. P. Wood regretted to see an indication among cer tain Senators to destroy all the work of reform which had been perfected the last few years in New-York. He was pained to hear the Senator from the Xth (Mr. Madden) make instructions against Mr. Green during the Mr. Madden-No insinuations. They were assertions

Mr. Wood-Then why not be more manly, and make direct charges which he may meet and answer! He hoped Mr. Green would be retained, and so moved. Lost, 12 to 12.

Mr. Graham moved that the name of Mr. Green be added to the ones retained. Lost. Mr. Lowery moved to strike out the President of the Police Board. Lost.

The question recurring on the 27th section as amended

by Mr. Woodin, it was adopted.

The 28th, 20th, and 30th sections were adopted.

D. P. Wood moved to amend the 31st section, giving

the power to the Controller to dispute and question the payment of certain salaries when applied for. Mr. Wood remarked that he would be sorry to think that it was

the desire of any person in an official station to provide, as the proposed charter does, for the payment of por sons who may have sinecure offices in New-Yerk City. Mr. Madden would not give the power, as now claimed claim for salary. In regard to that gentleman, he could

He had not told one-half of the questionable actions of

remember they were preparing a Charter for New-York, and not a straight-jacket for Mayor Havemeyer and Controller Green, he would be able to do more justice to the people. If he (Madden) could give any reason why PRICE FOUR CENTS

men who had illegal claims against the city should be shielded by special legislative action, he would like to

Mr. Woodin hoped the gentleman would forget Green and proceed to discuss the proposed Charter. This section had been perfected with due care to guard against fraud, as it gave the Controller the power to question

and investigate all claims for salaries. D. P. Wood proceeded to discuss the question what constituted a fraud in the eyes of the law. This section was adroitly drawn to allow fraud, as the treasury can be readily reached by a mandamus. The language of the section makes it obligatory on the law to order the Controller to pay, no matter how false it

Mr. Benedict was surprised at the turn the debate had taken on this section. He would not believe in the justice of refusing to give every honest claimant the power to appeal to the courts for redress. Mr. Lewis-There never was a sinecure office-holder in

New-York who could collect one dollar for his alleged services. The impression is prevalent that the Conis working serious injustice to poor men in the employ of New-York City in refusing to pay their salacies. It any man is entitled to pay there the Controller should meet it at once. The section gives him ample power. It is said the attorney of Green receives a very large salary, and is retained especially to contest claims made against the City Treasury, and yet the courts selden istain the action of Green.

D. P. Wood's amendment was lost. An amendment by Mr. Benedict providing that the Controller's indorsement upon any contract shall be sufficient evidence in the court of such appropriation, was

Sections 31, 32, 33, 34 and 35, were adopted.

D. P. Wood did not like the provision of the proposed Charter which gives to the Department of Public Works the collection of revenues arising from the sale or use of the Croton water, as it belongs by right to the Finance Department.

ported his views in extended remarks. Mr. Woodin said it would be impossible to transfer to the Finance Board the question of fixing the rates for

longs to the Croton Board, who understood all about the water supply of that city. The amount of water used in the various parts of New-York City, houses, and manufactories is decided by the engineers connected with the Croton Board, and the rates fixed accordingly. The Senate resumed the consideration of the Charte

Croton water and collecting the same, as it naturally be-

at 7:30 o'clock, the question occurring on the amendment of D. P. Wood to provide for a bureau to collect water rent. The amendment was lost, six voting the affirms tive and nine in the negative.

term of office of the Chamberlain four years. Carried. Section 38 of Article 6, relative to the Law Department, Mr. Woodin moved to amend the 40th section by pre

viding that officers will not receive any fees or emolu ments in addition to their salaries, except 10 per cent of costs recovered. Lost. Mr. Graham moved to amend by providing that all officers shall pay into the Treasury monthly all costs and

commissions, and the same shall be published monthly in The City Record. Carried. Mr. Woodin moved to amend Section 41 by providing that the Board of Police Commissioners shall consist of

Mr. Weismann desired to have a board of four. Mr. Lewis was in favor of an odd number, for the pur-

pose of giving the Board an opportunity of deciding upon important questions as they may arise. D. P. Wood argued that as it is desirable to make the Board non-partisan, he therefore would favor a commis-

Mr. Woodin replied that that would be just the way to insure a partisan Board, making it two Democrate and two Republicans. The Charter provides for an increaof the police force to 3,000, and 5,000 would be better than 3,000.

D. P. Wood differed from the last speaker. His City of Syracuse was cared for by a non-partisan Board of Police, and the interests of citizens were well cared for

Mr. Madden thought the best police the City of New York ever had was the Metropolitan Board of Commis sioners, who were appointed by the Senate. All non-partisan boards were corruptible and all humbug. He avored the Civil Service Reform, and would keep good men in office. He understood trials of policemen were occurring from day to day, and it was necessary to have a sufficient number of Commissioners to conduct the

trials. Jas. Wood said the words "non-partisan" were of some of the Police Commissioners expired in 1864 When there was a Democratic Governor and a Republican Senate two Democrats and two Republicans were appointed to the Board of Police.

Mr. Benedict said he had but little faith in Metropoli tan Boards. They tried it in the Board of Supervisors in New-York and became disgusted with it, as neither party was responsible. By such boards inefficient men arger in population than some of the States of the Union-cannot separate from the party politics of the Union. Reform, anti-Masonic, and Temperance parties spring up and live but a short time, but the two great parties live on, and the better way would be to hold the party in power responsible. The Police Commissioners men many of whom are not very good and are being ontinually arraigned before the Board, and he felt the

Board should be composed of five Commissioners. Mr. Woodin's amendment, making the number five, was carried.

D. P. Wood moved to make the number of police su geons eight instead of twenty-two, as in the printed charter.

Mr. Weismann explained that there were thirty-two police precincts, and the duties of police-surgeous were to care for the unfortunates brought into the several station-houses. He therefore moved to make the numpersixteen, leaving two precincts to be attended to by each surgeon.

Mr. Palmer said he had made the motion to place the number at twenty-two, in the Committee on Cities, when they were preparing the bill. He had been informe gentleman, who was formerly a surgeon in New-York City, that this number was not more than enough. Mr. Tiemann explained the duties of police surgeons

and favored twenty-two. The section making the num ber twenty-two was adopted. Sections 43, 44, 45, and 46 were adopted. The 47th section was amended in the fourth line pre viding that "the Board of Police with the approbation

in writing of the Mayor, etc.," may demand the assist ance of the military. Sections 48, 49, and 50 were adopted.

Sections 25, 49, and 30 were adopted.

In the first line of the 51st section the words "Mayor and Common Council, etc.," were added.

Sections 52 to 68 were all adopted.

In the 59th section Mr. Graham offered an amendment that the Controller shall report mouthly the number of persons and salaries of each. Carried.

Sections 70 and 71 were adopted.

In Article 8, Section 72, D. P. Wood moved the following amendment:

The Department of Public Works shall have for its need a board of three Commissioners, to be known as the Commissioner of Public Works, who, except those ust appointed, shall hold their offices for six years, uness sooner removed as herein provided.

just appointed, shall hold their offices for six years, unless sooner removed as herein provided.

Lost.

Section 74 was adopted as printed.

On motion of Mr. Woodin private dwellings were exempted from having water-mesters placed in them.

The streets adjoining public Parks and places were placed under the care of the Department of Public Parks, in order that they say prevent abuses from hackmen who may stand abose the parks.

Mr. Benedict moved to strike out all after the 25th line in the 75th section, when takes from the Board of Public Parks and gives to the Board of Public Works all avenues and roads south of Fifty-ninth-st. Mr. Stebbins find written an urgent letter to him asking for this change. There come to be some little strife among these boards, and he thought the Board of Public Parks should have control of these streets.

Mr. Tiemson favored Mr. Benedict samendment, Some few years ago a pian was suggested, and grades for the cast side made, and these improvements can be well carried out by the Board of Public Parks, which originated the plan.

Mr. Palmer thought they had done but right last year in giving the care of all streets and avenues on the issent to the Board of Public Works, and the proposed law was simply carrying out the provisions of the law as they now arist.

Mr. Woodin favored the adoption of the section as printed. There could be no conflict of authority if left just as they now arist.

for.

Mr. D. P. Wood said the question was one of policy, not principle. The Department of Public Parks should have control of the streets.

As amended, Mr. Benedict's amendment was lost, worting in the affronsive and is in the negative, At 10 o'clock the Committee rose and reperted Prostreet.